

INFORMATION REPORT

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SUBJECT Aircraft Engine Plant No. 26 in Ufa-Chernikovka
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SUPPLEMENT TO
REPORT NO.

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1. a. Location: Department No. 1, in the northeastern town sector of UFA (46°E/54°45'N), on the western border of CHERNIKOVKA, immediately north of a dead branch of the Ufa River. Department No. 2 was located some hundred yards east of Department No. 1.

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b. CHERNIKOVKA, formerly a small village, had grown so much it almost bordered on the Ufa River to the south, and on the airfield to the north. This airfield could be seen from the roofs of Plant No. 26; it was located at a few kilometers distance from the plant. There was little flying at the field. According to Soviet statements CHERNIKOVKA had a population of 350,000.

2. Department No. 2. It was only known that aircraft engines and, allegedly, tank and motor vehicle engines also were assembled and testrun there. The noise from the test stands could be heard in Department No. 1.

3. Department No. 1. Installations: see attached sketch and legend.

4. Work Force. According to Soviet statements, 17,000 employees mostly from Leningrad, working in three 8-hour shifts. These workers had been evacuated during the war from similar Leningrad plants and were not allowed to return. Women and juveniles were also employed.

5. Production was done on an assembly line basis; all operations were standardized, a special work performance was prescribed for each category of workers. Unsatisfactory work was blamed as sabotage. Workers' settlements were being constructed north and south of the plant, and many special stores, similar to bazars, were available to the workers. Milk arrived daily at the airfield.

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6. Production:

a. The rough cylinder blocks were cast in the foundry of Department No. 1, tailored in other workshops and bored, then sent to Department No. 2. There they were assembled and made ready for shipment. The under side of the cylinder blocks was round; there were two vanes arranged in V-form. Dimensions: Length, from 1,200 to 1,800 mm; width, about 800 mm; height, about 1,100 mm.

b. Motor vehicle fan blades were also manufactured, in addition to other cooling system accessories (radiator caps). Much light metal, perhaps some kind of duraluminum, was used.

7. Rate of Production: Fellow PWs once stated that 24 cylinder blocks were completed every day per shift. They were shipped by rail in boxes. The required boxes were manufactured in the sawmill of Department No. 1.

8. Another source observed the production of radial and in-line engines. These engines were also seen at the test stands. About eight units of the two types were manufactured every day.

9. According to Soviets, the in-line engines were installed in Yak-5 fighters and the radial engines in DR-3s. They stated that these engines were a Soviet development.

10. Location: According to a third source, the Aircraft Engine Plant No. 26 comprised two departments and was located northeast of UFA near CHERNOMIRKA.

11. Production:

- a. Engine parts
- b. Tractor parts
- c. Tank parts
- d. Running gears
- e. Bogie wheels
- f. Crankcases for large aircraft engines
- g. Engine cowlings and aircraft wings
- h. Pump casings
- i. Small accessories

The performance standard for the tailoring of crankcases was from 18 to 22 crankcases per shift.

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12. According to Soviets, aircraft engines were assembled in Department No. 5 of Plant No. 26. This department was located a short distance east of the plant. Twelve-cylinder in-line engines, fluid-cooled, were seen. The noise from the test stands could be heard day and night.

25X1A Comment:

- a. On the basis of available information it is assumed that the foundries and production shops are located in the western section of Plant No. 26, whereas the engine assembly halls and the test stands are to be found in the eastern section.
- b. The estimates of the work force vary from 20,000 to 60,000. According to concordant statements, work is being done in three shifts. This would indicate that the plant works to capacity.
- c. The production, which toward the end of the war amounted to about 1,500 engines of type M-105 and M-107, now comprises:

Aircraft engines
Components of jet-power plants
Vehicle motors and generators.

The monthly output of aircraft engines is estimated at seven hundred, including four hundred to five hundred engines of type M-105 and M-107 and two hundred to three hundred double-row radial engines.

- d. From the mentioned Soviet statement that the double-row radial engines were being installed in DB-3s it is inferred that this engine was possibly of type M-88 and M-89, which during the war was built in OMSK. It is noteworthy that another report also mentioned the production of parts for the DB engine.

1 Annex: Aircraft engine Plant No. 26 in UFI-SHERNIKOVKA

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